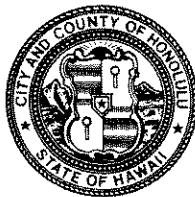


DEPARTMENT OF TRANSPORTATION SERVICES
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TP8/04-74984R

October 28, 2004

Mr. Carlito Caliboso, Chairman
Public Utilities Commission
State of Hawaii
465 South King Street, First Floor
Honolulu, Hawaii 96813

Dear Mr. Caliboso:

Subject: East Oahu Transmission Project
46 kV Phased Project

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PUBLIC UTILITIES
COMMISSION

In response to the August 30, 2004 letter from Belt Collins Hawaii Ltd., we have reviewed the draft environmental assessment (EA) for the subject project. The following comments are the result of this review:

1. The project should include effective public notification measures, i.e., message boards, media, door-to-door, etc., depending on the alternatives selected, that would adequately inform residents, businesses, and the general public affected by the construction work of the traffic impacts/delays and possible need to alter travel routes/times.
2. The description of level of service on Page 4-22 of Volume 1 is an outdated definition. The Traffic Impact Study in Volume 2 appears to use the current 2000 HCM definitions.
3. The traffic assessment for the Phase 1 project on Makaloa Street used traffic volumes inflated from 2004. The traffic volumes should account for the additional traffic generated by the WalMart/Sam's Club complex.
4. The discussion regarding traffic impacts should also specify where traffic signal detector loops will be cut, how long they will remain out of service, and whether substitute equipment could be used temporarily.
5. Page 8-8 of the Traffic Impact Study in Volume 2 mentions traffic signal timing as a possible method to mitigate traffic congestion on the mauka-makai streets to

Mr. Carlito Caliboso

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King Street. Traffic signal timing adjustment should be implemented at all affected signalized intersections within the project limits, if it will mitigate traffic congestion during construction.

6. The draft EA implies that both Phases 1 and 2 will be done consecutively from one end to the other. If possible, construction should be done in two or more sections simultaneously to reduce the overall project schedule.
7. Chapter 5, Other Considerations, in Volume 1 and the Traffic Impact Study in Volume 2 should include a figure that shows the BRT alignment in relation to the East Oahu Transmission Project alignment.
8. On Page 5-13, Table 5-2, Summary of Government Permits and Approvals, should be corrected to reflect that the Department of Transportation Services is the agency responsible for Street Usage Permits.
9. The following corrections should be made to the Volume 2 Traffic Impact Study:
 - a. On Page 2-9, the first sentence in Section 2.3.2 should be corrected to state that Route 3 provides transit service along Date Street.
 - b. On Page 3-6, the first sentence in Section 3.5.1 should state that no changes are expected along Winam Avenue, not Pumehana Street.
 - c. On Page 4-17, the last sentence in Section 4.5.2 should start with the correct word, "During".
 - d. On Page 7-1, the first sentence in Section 7.1.1 should correctly read, "...narrow section of Winam Avenue by...."
 - e. On Page 8-21, the second sentence should read, "...King Street from the Washington Middle School...."

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,


GEORGE "KEOKI" MIYAMOTO
Acting Director

cc: Ms. Lesley A. Matsumoto
Belt Collins Hawaii Ltd.